

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEWSERIES No. 8216

九廿月四年二統

MONDAY, JUNE 6, 1910.

一拜禮

號六月大英港香

\$50 PER ANNUM.
SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS—
Sterling £1,000,000 at 2/6=\$15,000,000
Silver \$15,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
G. Balloch, Esq.—Chairman.
Robert Shaw, Esq.—Deputy Chairman.
F. H. Armstrong, Esq. S. A. Levy, Esq.
J. W. Bannock, Esq. F. Lieb, Esq.
Messrs. Henry Kew- G. H. Medhurst, Esq.
wick M. Shalim, Esq.
G. R. Leimann, Esq. H. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 3 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 2 3/4 per Cent. per Annum.
For 12 months, 3 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 7th May, 1910. [10]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000
RESERVE FUND £1,000,000
RESERVE LIABILITY OF PROPRIETORS £1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 3 per Cent. per Annum on the daily balance.
On Fixed Deposits for 12 months, 4 per Cent.

WM. DICKSON,
Manager.
Hongkong, 26th April, 1910. [11]

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP—Yen 24,000,000
RESERVE FUNDS—10,250,000

Head Office—YOKOHAMA

Branches and Agents:
TOKIO, HANKOW, TIENTSIN, PEKIN, NEWCHOWANG, DALNY, PORT ARTHUR, ANTONG, LIOYANG, MUKDEN, TIK-LING, CHANG-CHUN.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 3 per Cent. per Annum on the daily balance.
On Fixed Deposits:
For 6 months, 2 1/2 per Cent. p.a.
For 12 months, 3 per Cent. p.a.
TAKKO TAKAMORI,
Manager.
Hongkong, 12th March, 1910. [12]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tails 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Pruessische Staatsbank),
Direction der Disconto-Gesellschaft, Deutsche Bank, S. H. B. Bank, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Jacob S. H. Stern, Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim & Co., Koeln, Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. FORTSMITH & SONS,
THE UNION OF LONDON AND WEST'S BANK, LIMITED,
DEUTSCHE BANK (BERLIN), LONDON AGENT,
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KOLLMANN,
Acting Manager.
Hongkong, 2nd March, 1910. [13]

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on a FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION:
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1910. [14]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP—GOLD \$5,000,000
ABOUT MEX \$7,500,000

RESERVE FUND—GOLD \$5,000,000
ABOUT MEX \$7,500,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, including Money in Current Account, at the rate of 3 1/2 per Cent. per Annum on the daily balance, and accepts Fixed Deposits at the following rates—
For 3 months, 4 1/2 per Cent. per Annum.
For 6 months, 5 per Cent. per Annum.
For 12 months, 5 1/2 per Cent. per Annum.

No. 9, Queen's Road Central, Hongkong.

N. S. MARSHALL,
Manager.
Hongkong, 10th April, 1910. [15]

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman,
G. Stephenson, Esq.,
Lee Yung Su, Esq.,
J. H. McMichael, Esq.,
G. R. Burkill, Esq.,
J. A. Wattie, Esq., Manager Director,
A. J. Hughes, Esq., Secretary,
S. B. Noh, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Act, England.

Insurance in Force, \$34,054,152.00
Assets, 7,114,490.08
Income for Year, 3,073,834.31
Total Security to Policyholders, 7,885,832.33

LEFFERTS-KNOX, Esq., Hongkong, District Manager.
B. W. TAPE, Esq., Canton, Macao and the Philippines, District Secretary.
ALEXANDRA BUILDING, HONGKONG.
Hongkong, 1st December, 1909. [16]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE

WEEK DAYS:

7.00 a.m. to 10.00 a.m. Every 10 minutes
10.00 a.m. to 11.00 a.m. Every 15 minutes
11.00 a.m. to 12.45 p.m. Every 15 minutes
12.45 p.m. to 1.15 p.m. Every 10 minutes
1.15 p.m. to 1.45 p.m. Every 15 minutes
1.45 p.m. to 2.15 p.m. Every 10 minutes
2.15 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 6.00 p.m. Every 10 minutes.

NIGHT CAR:
5.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m., every half hour.

SUNDAYS:

8.00 a.m. to 9.00 a.m. Every 15 minutes
9.00 a.m. to 9.30 a.m. Every 30 minutes
9.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 a.m. to 11.00 a.m. Every 10 minutes
11.00 a.m. to 12.00 noon Every 15 minutes
12.00 Noon to 1.00 p.m. Every 10 minutes
1.00 p.m. to 1.30 p.m. Every 15 minutes
1.30 p.m. to 2.00 p.m. Every 10 minutes
2.00 p.m. to 2.30 p.m. Every 15 minutes
2.30 p.m. to 3.00 p.m. Every 10 minutes
3.00 p.m. to 5.00 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.

SATURDAYS:

Extra cars at 5.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SONS,
General Managers.
Hongkong, 1st April, 1910. [17]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI { ARCADIA About 9th June } Freight and Passage.

LONDON, &c., via usual Ports { ASSAYE Noon, 11th June } See Special Advertisement.

LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES { BORNEO About 15th June } Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 3rd June, 1910. [18]

Intimations.

LANE, CRAWFORD & CO.

FOLDING CANVAS BEDS.

OPEN

\$8.00 each

Closed.

With MOSQUITO FRAME AND CURTAIN \$15.00 COMPLETE.

THIN SUMMER BLANKETS, \$3.50 each.

A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD & CO. [19]

Pommery and Greno

CHAMPAGNE

In Magnums, Quarts and Pints.

SOLE AGENTS:
CALDBECK, MACGREGOR & CO.,
Wine & Spirit Merchants.
Hongkong, 23rd May, 1910. [20]

Hotels.

BELLE VIEW HOTEL.

Telephone No. 907.

SHAUKIWAN ROAD.

Good Drinks and Best Brands of Liquors will be served at Tables on the Lawn or Verandahs.

Meals a la Carte at all hours.

Commodation at moderate rates.

Hongkong, 2nd June, 1910.

W. WINCH, Manager. [21]

HOTEL CRAIGIEBURN.

Plummet's Gap, the Peak, near the Tram Terminus, T. 56.

For Terms, &c., apply to the

MANAGER

Hongkong, 2nd July, 1910. [22]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 6th June.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

TUESDAY, 7th June:

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN
10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

WEDNESDAY, 8th June:

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

THURSDAY, 9th June:

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN
10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

FRIDAY, 10th June:

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

SATURDAY, 11th June:

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN
10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

SUNDAY, 12th June:

10.00 P.M. FATSHAN

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI," 1,265 Tons and "SUI-AN," 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 12th JUNE, 1910.

The Company's Steamship

"HEUNGSHAN,"

will depart from the COMPANY'S CANTON STEAMERS WHARF at 9 A.M. Departure from Macao at 4 P.M.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M. Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "MANNING," 565 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Lianan" and "Sanui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Place. [23]

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909.

A. F. DAVIES,
Manager. [24]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely new Management. Large and comfortable Rooms, Excellent Cuisine, and under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

Proprietor.

N. BEUMENTHAL,

Manager.

Telephone, 173.

Telegrams "Astor."

REMINGTON

TYPEWRITERS

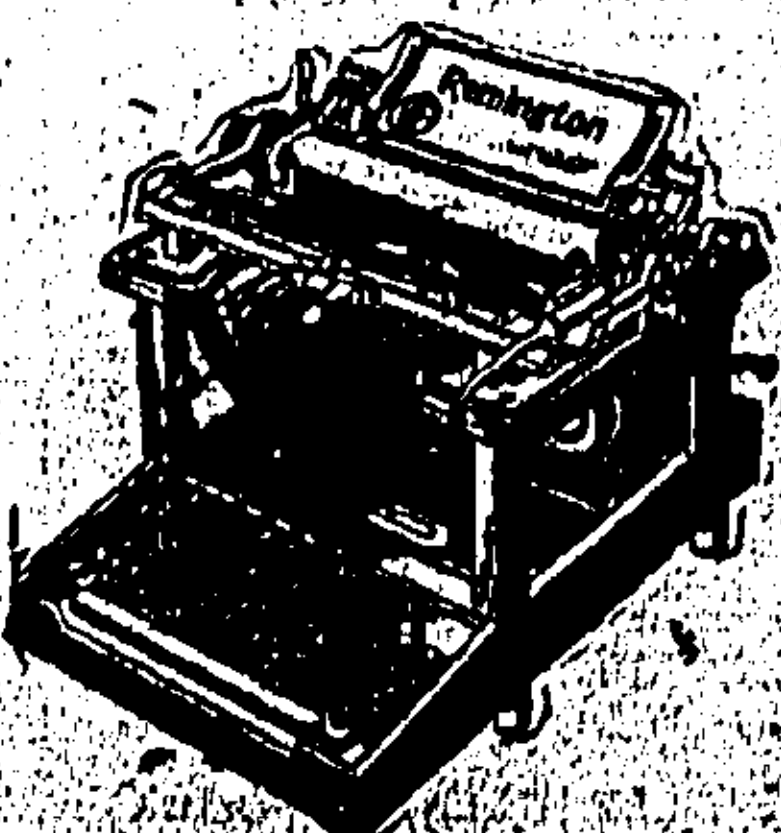
LATEST MODELS, VISIBLE WRITING, &c.

ALWAYS IN STOCK.

Ribbons, Carbon, and other requisites.

Repairs undertaken; also Contracts for keeping in order.

SOLE AGENTS: HENDERSON & CO.



Hongkong, 2nd May, 1910. [25]

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STREAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ ETEL FRIEDRICH" Capt. E. Malchow	WEDNESDAY, 15th June, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"ROON" Capt. H. Rohm	WEDNESDAY, 15th June.
MANILA, YAP, SAMAR, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Leis	SATURDAY, 18th June, Daylight.
YOKOHAMA and KOBE	"COBLENTZ" Capt. H. Raegenert	TUESDAY, the 28th inst.
KUWAIT and SANDAKAN	"BOHNE" Capt. F. Semblitt	End of June.

For further Particulars, apply to

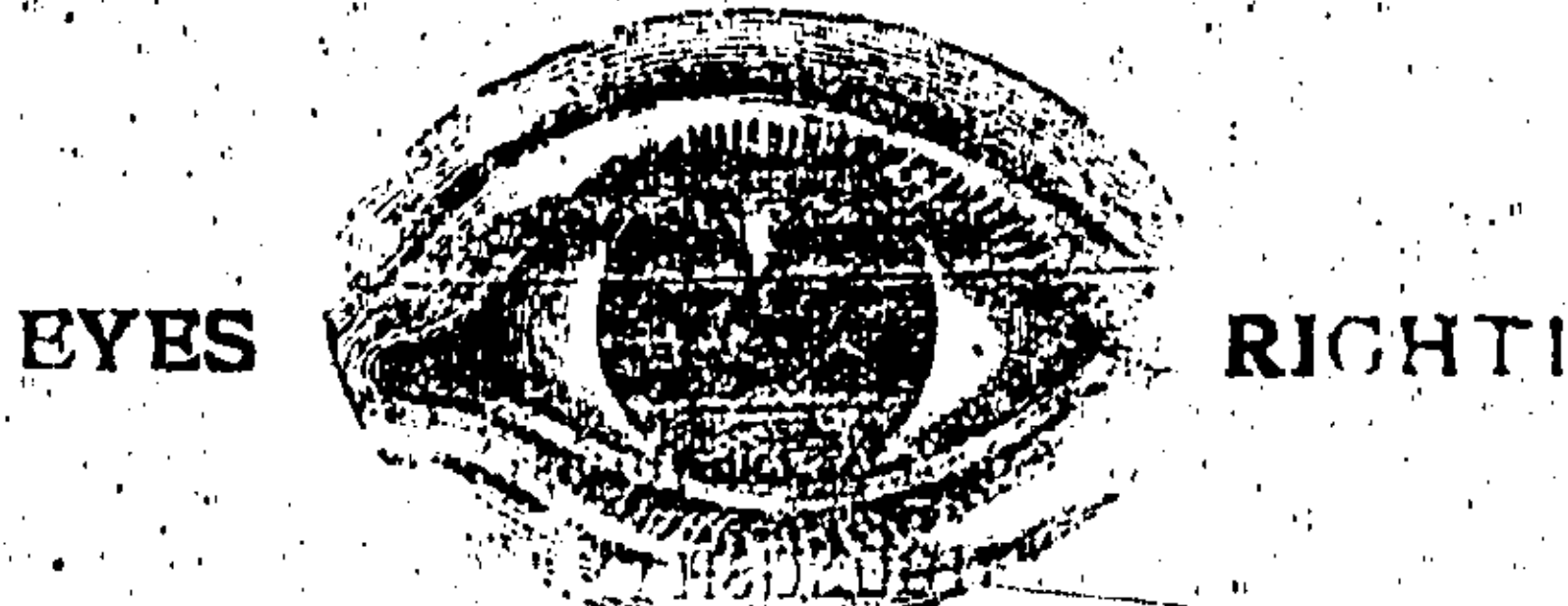
NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & SHINA.

Hongkong, 2nd June, 1910.

Intimations.

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, GALTOUTA, SHANGHAI,
John Street, Bedford Row, W.C. 1, 60, Bantique Street, 655, Nanjing Road.

OSMAN & CASUM,

1 & 8, D'AGUIAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILS.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.Samples on application.
Coast Port Orders carefully
executed.

Hongkong, 6th September, 1906.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS.
From Shanghai, has re-opened their
FURNITURE STORE

No. 19, DES VUEX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.
Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co., Firms and other
establishments in the Colony, to
whom references can be made as to the
superior Workmanship and Materials of the
Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as
follows:

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co.,

15th May, 1897.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1906.

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology and therapeutics is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful impotence, or other influences incident to the wear and tear and haste of modern life. It possesses, in addition, the power of restoring the vitality of the system, and of curing all nervous diseases, such as neuritis, neuralgia, sciatica, rheumatism, paralysis, epilepsy, hysteria, and all other diseases of the nervous system. It is a powerful tonic, and its use is recommended by the highest medical authorities. It is a powerful tonic, and its use is recommended by the highest medical authorities. It is a powerful tonic, and its use is recommended by the highest medical authorities.

VETARZO BLOOD MEDICINE.

Never before was there anything like it. It is a powerful tonic, and its use is recommended by the highest medical authorities. It is a powerful tonic, and its use is recommended by the highest medical authorities. It is a powerful tonic, and its use is recommended by the highest medical authorities.

CAUTION.—Ask for "VETARZO Brain and Nerve Food" or "VETARZO Blood Medicine," whichever is required, and see that you get these, and not any other. The name of the manufacturer is on the label, and the name of the manufacturer is on the label, and the name of the manufacturer is on the label.

Agents for India—TREACHER AND CO., LTD., BOMBAY, CALCUTTA, and POONA.

Intimation.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length.....325 ft.	Docking Length.....325 ft.	Docking Length.....325 ft.
Width of Entrance.....50 "	Width of Entrance.....50 "	Width of Entrance.....50 "
Water on Blocks.....28 "	Water on Blocks.....28 "	Water on Blocks.....28 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Owners is respectfully called to the advantages offered for Docking
and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work
and a large stock of material is always on hand, (plate, angles and tall shafts all being
tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst
under repairs.

Telep'one: Nos 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, South.

A. 1 and Watling.

Yokohama, April 28th, 1909.

For Sale.

FOR SALE.

Steam launches, Steel lighters,
Wooden lighters, Steam Cranes
(travelling and stationary), Steam
hoists, Lidgerwood steam pile driver,
Diving pump and dress, Hand grabs,
Capstan, Hand winches, Driving
pulley, Bolts and Nuts, Hook bolts,
Clutch bolts, Barrel bolts, Galvanized
spikes, Pile shoes, Chain hoists, Iron
and Brass screws, Diffordange piles,
Rolled Steel joists, Steel channels,
Corrugated iron roofing, Roofing
washer, Angle iron, Cast iron
columns (suitable for building con-
struction), Whitewashing machines,
Canvas sewing machine, Patent Fire
escape, "Well's" light, "Kitson"
light, Acetylene lamps, Hand pump,
Theodolite and levelling staff, Roneo
dupliator, Comptometer, Telescope
(on tripod), Office desks and cup-
boards.

Apply to
GEO. P. LAMBERT.

Hongkong, 3rd May, 1910.

FOR SALE

AT
GRACA & CO.

27, DES VUEX ROAD.

ASIATIC POSTAGE STAMPS

and

VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.

Assortment of Stamps and Post Card
Albums.

Postage Stamp Catalogues for 1910.

Stock Books, Duplicate Pocket Books,
Transparent Envelopes.Two-cent, Magnifying Glasses, Perforation
Gauges.Novels, Books for parlour and household
use. Toy Books for Children.Prayer Books, Religious Pictures, Pandant
Medals, Statuettes, Flower Seeds.

Raffet Scraps and Scrap Albums.

MANILA CIGAR AND

CIGARETTES.

Inspection invited.

Hongkong, 12th January, 1910.

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

TOILET REQUISITES

FOR SALE

15, D'AGUIAR STREET.

HONGKONG

Hongkong, 2nd September, 1907.

To Let.

TO LET.

25,000 SQUARE FEET OF LAND at
Kowloon (K. M. L. 51) with 100
feet Sea Frontage and right to build a Pier,
suitable for Coal and or Timber Storage.

For particulars, apply to—

L. M. ALVARES,

49, Wyndham Street.

Hongkong, 6th May, 1910.

TO LET.

DARTMOOR, No. 13, CONDUIT ROAD.

A HOUSE in GLETON GARDENS and
OFFICES, 15, DES VUEX ROAD.
CENTRAL.

GODOWN, PRAYA EAST, formerly oc-
cupied by M. E. K.

OFFICES, No. 3, CONNAUGHT ROAD,
1st Floor.

A HOUSE in WONG-WEI-CHONG ROAD.
A HOUSE in YIPON TERRACE.

OFFICES in YORK BUILDING.
No. 10, DES VUEX ROAD CENTRAL,
1st Floor.

SEMI-EUROPEAN FLATS, Praya East
corner of Observation Place. The
Tram stops at the door.

Also NEW EUROPEAN FLATS ad-
joining the new Seaman's Institute,
Praya East.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 27th April, 1910.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL,

Victoria Building, Rooms suitable for
Offices.FIRST FLOOR of No. 4, DES VUEX
ROAD recently vacated by Institution of
Engineers and Shipbuilders.

ONE GODOWN in MASONS LANE.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 4th April, 1910.

TO LET.

156, PRAYA EAST from 1st June,

Apply to—

Messrs. JARDINE, MATHESON
& Co., Ltd.

Hongkong, 31st May, 1910.

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 22nd October, 1909.

TO LET.

GODOWN, No. 14, DUBBEL STREET.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 2nd June, 1910.

TO LET.

Nos. 2 and 3, CANTON VILLAS, Kow-
loon.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 2nd June, 1910.

PEARY AND THE POLE.

AN ANGLO-SAXON TRIUMPH.

THE CLIMAX OF BRAVER HEROISM.

There was a crowd of admirers eager to catch
a glimpse of Commander Peary outside the
Royal Society Club, in St. James's, this morn-
ing, 3rd inst., but the warmth of his reception as
he drove up in the street was mild compared
with the ovation he got inside among a bril-
liant company of his hosts and fellow-members.
He approached the door of the reception-
room with Lord Roberts, and there was a pre-
tense of exchange of compliments as each tried to
usher the other in first. The sealer hero, won
and as Lord Halsbury shook hands with the
Commander first, a roar of cheers went up.
After the tributory luncheon, and the toasts
of King and President, Lord Halsbury made
an interesting analysis of the fact that the last
occasion on which he had presided in those
walls was a luncheon in honour of Lieutenant
Shackleton. The point he wished to emphasise
was not the coincidence of the two great ex-
plorers being honoured by their Club, nor their
gratification at the fact that the Commander
was a member. It was the remarkable fact that
at this epoch of the world's progress the dis-
covery of the Poles should have come together
—two of the greatest achievements in history.

THE COMMANDER'S COMMANDER.

The musical honours that went to the drink-
ing of the day ended in a keynote of humour,
no less hearty than the chorus itself. After the
three cheers for the Commander himself, some
one (Sir George Nares, we think) called out
"Another cheer for Mrs. Peary, who let him
go!" The result was half a cheer and all a
laugh, as the company turned the word "let"
over in their mouths with relish. It reminded
them that not even the master of the Pole is
master of himself.

THE EXPLORER'S REPLY.

Commander Peary's reply was an admirable
object lesson in character. Your man of action
is rarely an orator, except by force of circum-
stance, and the Commander's voice is although
too deep and inelastic for the effects of public
speech. But the steady tones lent themselves
perfectly to the acknowledgment of the honour
of the occasion, as also of the crowd of emo-
tions it awakes in a man to come back from the
waste regions of the North, having "made
good" the main purpose of his life.
Equally deep was the attention he aroused
by the narrative on which he entered, one of
ways and means, all based on the fundamental
statement that all he had achieved was the
direct result of experience accumulated on
previous expeditions. The technique of ex-
ploration, as he put it, had become second
nature.

HIS TRIBUTE TO THIS COUNTRY.

There was a ringing cheer at his generous
remark that the discovery of the Pole was but
the cap, the climax, the finish of four hundred
years of human effort, three-quarters of which
had been written by the British nation. Those
regions that lay between God's countries and
later-stellar space were worth winning only for
the winning, and they were the dearly bought
heritage of the Anglo-Saxon race. (Loud and
lasting cheer.)

Among the subsequent speakers were Major
Darwin, Sir Conan Doyle, Sir Hiram Maxm,
and Sir David Gill.

Intimations.



is quite distinct from
any other. It possesses
the remarkable property
of rendering milk, with
which it is mixed
when used, quite
easy of digestion by
children, invalids and
convalescents.

Benger's Food is sold in
Tins by Chemists, etc.,
everywhere.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c.,

Undertakes and Executes.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 10th March, 1907.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports for their kind
patronage and support, and desires to state
that she will be pleased to receive orders for
all kinds of NEEDLE WORK.
Gentlemen's Shirts made to order and Gar-
ments renewed on old ones.
Ladies' and Children's Under-clothing, Chil-
dren's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.
The superioress will also be most gratified
to say FAIRY, or any other name to be made,
and made for the Children of the Poor School,
who are taught by the Sisters of the Convent.
Work done at 40/6 per doz.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'S STEAMER

"MALTA."

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where such
consignment will be sorted out, packed by sack
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary within
5 hours.
Goods not cleared by the 7th inst. at 4 P.M.
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.
Damaged Packages must be left in the
Godown for examination by the Consignee's
and the Company's representatives at an
appointed hour.

All claims must be presented within ten
days of the steamer's arrival here, after which
date they cannot be recognised.
No claims will be admitted after the goods
have left the Godown.

E. A. HEWETT,

Superintendent.

Hongkong, 1st June, 1910.

S.S. "ARMAND-BEHIC"

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE

CONSIGNEES of Cargo from London, ex
s.s. *Armand-Behic*, Dunquerque ex s.s. *Ville de
Constantine*, Havre ex s.s. *Armand*, in con-
nection with above Steamer, are hereby informed
that their Goods with the exception of
Opium, Treasure and Valuables are being
landed and stored at their risks into the
Godowns of the Hongkong and Kowloon Wharf and
Godown Co., Ltd. at Kowloon whence delivery
may be obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, on the 6th June, requesting it to
be landed here.

Bills of Lading will be countersigned by the
Undersigned, Goods remained unclaimed after
the 15th inst. at Noon, will be subject to
rent and landing charges.

All claims must be sent in to me on or
before the 14th June, or they will not be
recognised.

All damaged packages will be examined on
15th June, at 5 P.M.

No Fire Insurance has been effected.

P. THOMAS,

Agent.

Hongkong, 4th June, 1910.

Intimation.

THOUSANDS OF DOLLARS ARE SAVED BY THE

EXPENDITURE OF AS MANY CENTS.

By the use of

SOLIGNUM

the Wood and Brickwork Preservative which
really does what is claimed for it. IT IS
ABSOLUTE DEATH TO THE WHITE
ANT.

Extensively used by the British Govern-
ment at Home and Abroad, by H.M. War
Department at Hongkong, the Imperial
Maritime Customs and all large local Con-
cessors.

Prospectus, samples and all information from
the General Agents,

SIEMSEN & CO.,

(Machinery Dept.)

Hongkong.

Hongkong, 31st May, 1910.

GREEN ISLAND CEMENT COMPANY,

LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask

ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag

ex Factory.

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 10th August, 1907.

A TOO STABLE.

LEIGHTON HILL ROAD.

(next to No. 1, Police Station)

IT AS established a SHOEING FORGE at
Leighton Hill Road where Horses and
Ponies can be shod by EXPERIENCED
SHANGHAI FARRIERS by arrangement.

Shoeing of Horses and Ponies also under-
taken at Kowloon on receipt of Owners
instructions.

PRICES:

At the Stables or anywhere in Hongkong,

\$4 per animal.

At Kowloon, \$3 per animal.

Intimation.

Powell's
Furnishing

Department

FIRST FLOOR
Alexandra
Buildings.

CURTAINS

MADRAS MUSLIN

White and Ecru
Frilled 2 Sides
52 in. 60 in. and 70 in.
wide
in various patterns.

FLOUNCE MADRAS
BRIDE BLINDS.

White and Ecru
24 in. and 36 in. long.

HARNESS MUSLIN

in
White and Ecru
Frilled 2 Sides
in
Spot and Fancy De-
signs.

HARNESS MUSLIN

in
White and Ecru
unfrilled, 48 in. wide
various sizes of Spot and
Fancy Patterns.

PLAIN BOOK
Muslin Curtains Frilled

all round
3 1/2 yards long
in White and Ecru
\$4.50 per pair.

LACE CURTAINS

in great variety in
White, Ivory and Ecru.

POWELL'S
Alexandra
Buildings

Consignees

"SHIRE" LINE OF STEAMERS,
LIMITED.
NOTICE TO CONSIGNEES.
FROM EUROPE.

THE Company's Steamship

"PEMBROKESHIRE,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 7th instant, at 6 P.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on 7th instant. No claims will be admitted after Goods have left the Godown nor will they be recognized if presented after 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 1st June, 1910. [414]

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRADEO,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 8th inst., at 6 P.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown where they will be examined at 9.30 A.M. on the 8th inst. No claim will be admitted after goods have left the Godown, nor will they be recognized if presented after 10 days of vessel's arrival here.

Optional Goods will be landed here unless instructions are given to the contrary before arrival.

JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 2nd June, 1910. [419]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, hence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th of June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th of June, at 9.30 A.M.

All claims must reach us before the 15th of June, 1910, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
General Agents.
Hongkong, 31st May, 1910. [7]

NOTICE TO CONSIGNEES.

THE Steamship

"YORCK,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, hence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th of June, at 9.30 A.M.

All claims must reach us before the 15th of June, 1910, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

THE STEAMSHIP BRINGS CARGO
Ex S.S. Barkaraga from Venice.
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 2nd June, 1910. [7]

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 2nd June, 1910. [7]

THE DOCTOR'S TELEPHONE.

HEART-BEATS 100 MILES AWAY.

The news that Professor Milne, while in the Isle of Wight, was able last month to listen over the ordinary telephone to a boat of a lady's heart in London has created great interest in scientific circles.

The ability to hear heart-beats so many miles away is possible owing to the use of a sound magnifying instrument known as a telephone relay, invented by Mr. Sydney Brown, a well-known London inventor. Experiments in regard to the instrument from the point of view of medical value have been made in the London Hospital, the telephone relay or sound magnifier being used in connection with an electric stethoscope.

The electric stethoscope in its present form causes the sound of the heart to be three times as loud as the ordinary stethoscope, but when combined with a telephone relay the effect is to raise the intensity of the sound some twenty times or more.

The mouthpiece of the electric stethoscope is placed upon the heart, the sounds are picked up and sent along the telephone wires, and finally are heard in the telephone of a head-piece attached to the relay.

At the invitation of two physicians, Mr. Brown took the complete instrument (relay and stethoscope) to the London Hospital, where it was tested upon a number of diseased heart cases. When the instrument was applied directly to the heart, the sound of the beats given out in the telephone was uncomfortably loud and easily heard by the patient and all those that stood around, and this even if the telephone were in position on the head of the operator.

EXPERIMENTS IN LONDON.

On other occasions during private experiments the instrument having been mechanically tuned so that nothing but the breathing sounds were audible, the passage of air through the lungs was heard as "the roar of the wind through a forest of trees."

Replacing the telephone headpiece by a transformer the stethoscope has been joined to the telephone service in Mr. Brown's house, and for the sake of experiment, the sound of the heart has been transmitted over several miles of telephone line to doctors in various parts of London, all of whom have reported that the sounds received in the telephone were as loud and clear as when heard locally.

These experiments convinced Mr. Brown that it was possible for a specialist in London to examine a patient in the country stethoscopically and to arrive at a correct diagnosis.

The Isle of Wight experiment last evening, when a patient's heart was diagnosed a hundred miles away, was a practical and triumphant sequel to the foregoing experiments. From a medical point of view the combination of electric stethoscope and telephone relay seems to suggest wonderful possibilities, more especially as there is very little loss or distortion of sound, no matter what the distance is. Just as it is possible to hear the heartbeats of a London patient in the Isle of Wight, so it will be possible, it seems, to diagnose heart troubles as far as the telephone allows the human voice to be carried.

FROM HARLEY STREET TO GLASGOW.

The London specialist in future, so the prospect seems to suggest, will sit in his Harley-street surgery, be able to examine stethoscopically the heart of a patient in Glasgow.

In respect to the London Hospital's experiments, the conclusion Mr. Brown came to was that he seemed to render diagnosis particularly easy and revealed some phenomena only previously suspected.

The power of discrimination of sound which is possible by tuning should be of service, it is declared, in allowing the independent examination of various organs of the body.

The relay will magnify the very feeblest telephone currents. Speech or signals that are too faint to be heard in the ordinary Bell receiver may be heard clearly through the relay. If a watch is held against the ear piece of a Bell telephone, the induced currents produced when passed through the instrument will reproduce the ticking in the receiver attached. This, remarks Mr. Brown, is a very sober test.

In wireless telegraphy the telephone relay has produced wonderful results. Messages, the very existence of which was not even suspected owing to their extreme feebleness, when listened for with the relay in operation were easily read.

It is betraying no confidence to say that the heart beats heard in the Isle of Wight were those of a lady living in the West End of London—no other, in fact, than the wife of Mr. Sydney Brown, the inventor.

EAST AFRICAN REVOLT.

PORTUGUESE SETTLEMENTS RAIDED AND

OCCUPANTS MASSACRED.

Lisbon, April 29.

Reports have been received of a revolt by natives of Nyassa, in Portuguese East Africa. The powerful native King, Nuala, is at the head of a force comprised of several tribes, and armed with the latest rifles and a good supply of ammunition.

Several settlements have been attacked, the inhabitants massacred, and the houses pillaged and burnt.

The settlements of Empogon and Munda have been completely destroyed. The loss of property is great.

The leader of the revolt has declared his intention to invade and conquer the whole district, and there is panic among the inhabitants.

The Portuguese authorities are taking energetic measures to suppress the rebellion.

RAJAH BROOKE'S RETURN.

STRONGLY AGAINST RUBBER SPECULATION.

The Sarawak Gazette contains a record of the meeting of the Sarawak Supreme Council after the return to the country of Rajah Brooke. The following extracts from the Rajah's speech are of interest.

First, that he had come from England on hearing of His Highness the Rajah Mada's severe illness, that he had not intended to leave England before July when he would have travelled out by the Siberian Railway. That he had met the Rajah Mada in Singapore, who appeared much improved in health, and had now left for England, and he sincerely trusted that he would in a few months quite recover his health and would be able to return to this country to again carry on the Administration.

Secondly, His Highness said that he was always much gratified in meeting his friends, Malay and European, in Sarawak, the welfare of which was and always would be his first consideration. On his arrival on this occasion he had found it necessary to make a few alterations in the administration of the Government but looking at the reports of trade and revenue and the general state of the country he found a considerable improvement on previous years, which was most satisfactory.

He would mention that he had had five applications from Companies with large capital for concessions of land for rubber planting, but had declined these tempting offers as he was strongly against the money jobbing which was going on in the shares of such speculations though he was equally strongly in favour of moderate and limited operations, and would encourage those as much as possible. Rubber speculation was a mania at the present moment which did not suit the quiet and non-speculative spirit of this country.

Thirdly, His Highness wished to place before the Members two bills, one relative to the sale of land on the coast and in larger rivers. In future the grants for such lands would not include sandy beaches or river banks; a margin of (say) fifty yards broad will be reserved on the shore or banks which will be held by the State for the purpose of traffic, fishermen's houses, nets, etc.

It is understood that wires received from Suva announce that H.H. the Raja Muda has benefited greatly by the journey, that he was, in fact, almost well.

Apparently His Highness's objection to "money jobbing" in the shares of such speculation, does not extend to the United Malayian Rubber Co., Ltd., the prospectus of which appears in the mail papers. This Company (Capt. M. H. F. Stockley is the secretary pro tem.) has a capital of £4,000,000 and has been formed for the purpose of acquiring the assets of "The Malaysian Co." with a capital of £844,000 including a process of extracting rubber from Jelutong and—

About 200 acres of land, leased from the Sarawak Government for 999 years on which the plant is located, also a concession from the Sarawak Government for the exclusive right to manufacture or extract rubber and resin from Jelutong in Sarawak. The Sarawak Government has put an export tax of 5% (Straits money) per picul (about 133lb) on all Jelutong exported which has not been previously offered for sale to the Company at the market price of Jelutong current in Singapore, thus giving the Company rights for 21 years from March 1909, to all the Jelutong collected in Sarawak, which embraces a territory of about 50,000 square miles. All this territory, however, is not supposed to contain Jelutong trees.

Negotiations are in progress for a grant by the High Commissioner of the Federated Malay States giving the Company or its Agents the exclusive rights to tap the Jelutong trees over a territory of 4,920,000 acres of selected land in those States.

The total area on which concessions have been obtained is over 30,000,000 acres.

Nothing need be said about the negotiations for the F.M.S. rights, which may result in the Company obtaining rights in the Peninsula but which may not, considering that "the Malaysian Co." belongs to New Jersey, has Cornelius Vanderbilt and Robert Goetz on the directorate, and no doubt is acquainted with the history of the International Tin Co. that proposed to establish a monopoly in tin in Malaya. On the face of it, we should question the value of "the negotiations for the sole right of tapping the Jelutong trees" over an area of 4,920,000 acres of selected land "in the F.M.S. Or the 30,000,000 acres total area on which concessions have been obtained. The total area of Sarawak is only 32 million acres.—Singapore Free Press.

RUBBER IN HOME PRESS.

Reached, to hand by the mail, is full of rubber. "A.A.M." introduces the subject into one of his clever articles, F. H. Townsend (the art editor) has a drawing showing an orang utan from Sumatra—"where the delightful rubber shares come from" whilst Blanche, in her Smart Set letter from Park Lane, has the following:—

"We're all rubber-mad still. I've had a little flutter and it came up heads, and I gave a rubber lunch at the Rocherché. Everyone seemed to be giving rubber lunches the same day, and the babel of 'Malacca', 'Malacca', 'Sumatra', and 'Vallambrosa' was absolutely deafening. It has its drawbacks. Lots of people have had to go into Nursing Homes with rubber heart and rubber brow. Myself, I have my brow massaged every day, the rubber frown is so horribly unbecoming, and the worst of it is you do it quite unconsciously whenever rubber is mentioned. The Bullyon-Bounders, mere people are on the crest of the rubber wave. He's made a big scoop, and, as we all want his advice and his tips just now, they're invited everywhere and everyone goes to 'her parties.' It won't last, of course. As I said to Nerty yesterday, as soon as the boom's over, they and their parties will be dropped. 'That's what matters, though,' he said. 'Their parties being rubber balls, the more you drop them, the more they bounce.'"

HONGKONG AVERAGE MARKET PRICES.

Corrected 2nd June, 1910, 100 lbs. per 5 Mtn.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Moi Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lam

" Sausages—Ngau Yuk Chau

" Bullock's Brains—Know—per set

" Tongue fresh—Ngau Li—each

" Corned—Ham Ngau Li—each

" Head—Ngau Tam

" Heart—Ngau Sun—per lb

" Hump, Salt—Ngau Kin

" Feet—Ngau Kook

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau On

" Tripe (undressed)—Ngau To

" Calves' Head and Feet—Ngau-chai-tan-kook—per set

" Mutton Chop—Yeung Pak Kwai—each

" Leg—Yeung Poi

" Shoulder—Yeung Shan

" Pigs' Chittlings—Chi cheong

" Brains—Chi Kook—per set

" Feet—Chi Kook

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kon

" Pork Chop—Chi Pak Kwai

" Corned—Ham Chi Yuk

" Leg—Chi Pak

" Fat or Lean—Chi Yau

" Sheep's Head and Feet—Yeung Tan

" Kook—each

" Heart—Yeung Sun—each

" Kidneys—Yeung Yiu—each

" Liver—Yeung On—each

" Sucking Pigs, To Order—Chi Chai

" Suet Beef—Sang Nyan Yau

" Mutton—Sang Yeung Yau

" Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

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BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Moi Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lam

" Sausages—Ngau Yuk Chau

" Bullock's Brains—Know—per set

" Tongue fresh—Ngau Li—each

" Corned—Ham Ngau Li—each

" Head—Ngau Tam

" Heart—Ngau Sun—per lb

" Hump, Salt—Ngau Kin

" Feet—Ngau Kook

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau On

" Tripe (undressed)—Ngau To

" Calves' Head and Feet—Ngau-chai-tan-kook—per set

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" Leg—Yeung Poi

" Shoulder—Yeung Shan

" Pigs' Chittlings—Chi cheong

" Brains—Chi Kook—per set

" Feet—Chi Kook

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kon

" Pork Chop—Chi Pak Kwai

Intoxication.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S
E
VERY OLD LIQUEUR
SCOTCH
WHISKYA Blend of the Finest Pure Malt
Whiskies distilled in ScotlandGENUINE AGE
AND
FINE MELLOW
FLAVOUR.Robert Porter & Co.'s
BULL DOG
BRAND
GUINNESS' STOUT
In PINTS and SPLITS.A. S. WATSON & CO.,
LIMITED.THE HONGKONG DISPENSARY.
Hongkong, 3rd June, 1910.The Hongkong Telegraph
HONGKONG, MONDAY, JUNE 6, 1910.STRAITS ANTI-OPIMUM
CO-OPERATION.

We need not remind our readers that we are in sympathy with those who wish to see humanity freed from such wholesale curses as alcoholic intemperance and the abuse of that valuable gift of God, opium. All effort to attain that end commends our approval, as long as it does not merely substitute one evil for another, or interfere with freedom, or so upset existing fiscal systems as to dislocate the public finances. It is possible to do irreparable harm while nominally engaged in a virtuous enterprise—especially if that enterprise be "anti" something. The well-meaning are constantly doing this. Such instances of human fallibility are saddening to a philosophic mind, but sometimes they become distressing, and must be considered as worse than the evil originally combated. This occurs when the well-meaning become reckless of consequences, holding one and only one object, their anti-whatever-it-be campaign in view. We remember a case in which a well-meaning Chinese magistrate became in course of time oblivious to consequences when prosecuting his darling project of annihilating the opium habit within his jurisdiction. The local "bad man" had repeatedly been brought before him on one charge or another, usually for larceny or fraud in order to obtain money to spend in opium smoking. The magistrate at last grew tired of having him bamboozled and gave him a month's time, during which he should get completely cured of the opium habit, and strongly recommended him to go to one of the foreign missionary hospitals for that purpose. "They will cure you softly in a month," said the magistrate, "but if you ever appear before me again as a convicted opium smoker I shall myself undertake your case, and shall cure you myself." The rascal on leaving the yamen was solemnly warned by the runners and gaoles, who were the most of them his friends, and was assured that these words of the magistrate were most ominous, and that if he valued his life he would literally do as he was told, and by any means, even foreign means, get cured of the habit. But he was so addicted to it that he preferred the present comfort of the pipe to the unknown discomforts of a foreigner's hospital and the alleged yelless threat of greater discomfort under magisterial cure. He continued in his evil way, and revolved in gloomy visions all the months' probation time had long passed, and finding himself

he was forced to commit a robbery. He was captured and brought before the impassive inscrutable face that presently pronounced the doom that was his "cure." He was told that he was disobedient and rebellious, that he ought to have remembered that the magistrate was a "Fu Mu Kuan," the father and mother of the people, and cared for them and cherished them as such; that this kind parent had paternally warned him and advised him to become cured of his fatal habits, and all in vain. He this kind parent must therefore undertake the cure of him, that disobedient offspring, himself. So in a small high walled courtyard with a heavily barred and padlocked door, in a very narrow cage indeed, was placed the confined vagabond and opium smoker. No one could even see him there save the magistrate himself, from a small balcony in the upper story of his quarters. "And just as he was getting quite cured of smoking opium," said the magistrate in a dreamy, reminiscent tone, "he died." It was pointed out with some heat by a European that he had killed the man. "No," gently answered the bland official, "I did not kill him. He died." Presently he added, "My cure was efficient." Now far be it from us to suggest that such a spirit, reckless of human misery, callous to suffering, and intolerant of even a criminal's rights, animates the member of the "Anti-Opium Conference of the Straits Settlements." But of the seven resolutions under discussion at their last meeting, there are several which are extremely dangerous in their tendency. We shall not attempt to deal with them all. We must leave for a future occasion our consideration of the sweeping proposal "prohibit the smoking of opium" and the display of opium-smoking implements in all clubs, theatres, hotels, lodging-houses, ricksha depots, and places of a public or semi-public nature." This will engage our attention in the future. The resolution which "requests all employers of labour and heads of business houses to give their pledge to no longer keep opium smokers in their service," is objectionable in its wording and, if at all acted upon, sure to produce regrettable results. More liable still to grave abuse, and likely to become an instrument of oppression is the proposal to enforce compulsory registration of all opium smokers in the Straits Settlements and the Federated Malay States. This sounds to the ears of the anti-opium enthusiast a capital method of restricting the habit, by the very difficulties and annoyances it would place in the smoker's way, and the inevitable publicity it would involve. But to anyone not deaf to the voices of reason and moderation, and of that cautiousness which bids us tread warily in the direction of interference with other men in doing that of which we strongly disapprove, but which they have hitherto been free to do, it will be apparent that such compulsory registration must inevitably tend to an intolerable tyranny. The espionage to which it would lend itself and its concomitant blackmail are repulsive even to think of. And where are we to draw the line? Are only opium smokers to be registered? Why not cigarette smokers too, for a prominent American bishop some time ago described cigarette-smoking as that "dastardly, degrading, ruinous vice," and why not also alcohol drinkers? Moderation is all important in everything, but in nothing is it more vital than in anything which encroaches on privacy and liberty.

LOCAL AND GENERAL.

THE German Mail of the 4th May was delivered in London on the 4th inst.

THE name of Mr. John Ashby Offer has been added to the list of authorized architects in Hongkong.

SIR Francis Pigott, Chief Justice of Hongkong, has returned to the Colony to-day after a short trip to the homeland.

IT is stated that Shanghai people are forfeiting their opium money rather than take up rubber properties in Malaya owing to a certain recent notation.—Singapore Free Press.

VIC-ADMIRAL the Hon. Sir Hedworth Lambton had the honour of being received, by the Klog on 3rd ult. upon relinquishing his appointment as Commander-in-Chief, China.

A YOUTH of tender years was awarded ten strokes with the birch and forty-eight hours' detention at the Magistracy this morning for breaking into a Japanese curio-shop at No. 12, d'Aguiar Street.

ONE Kah Seong, said to be a Penang towkay, has been arrested in Singapore, there being a bench warrant issued against him in Penang for smuggling opium and morphine into the island.

IN the Summary Court this morning, Messrs. C. J. Gaupp and Co. sued John Grant for the sum of \$75 for goods sold and delivered. Defendant admitted the claim and judgment was given accordingly.

THE Chinese Engineering and Mining Co. announces that the total output of the Gong-ping's three mines for the week ending 31st May amounted to 19,070 tons and the sales during the period to 25,530 tons.

HIS Excellency the Officer Administering the Government has given his assent in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—An Ordinance to amend the "Public Order Ordinance, 1908" and to amend the "Malicious Damage Ordinance, 1905" and an Ordinance to amend the Opium Ordinance, 1908.

Canton River Tragedy.

CUSTOMS OFFICER SHOT.

CHINAMAN RESISTS SEARCH AND COMMITS SUICIDE.

[From Our Own Correspondent.]

Canton, 6th June.
A sensational tragedy occurred in the harbour of Canton this morning. When the steamer *Kwong Tung* arrived from Hongkong, a Chinese passenger on board was searched by a Customs officer. While this was going on, the passenger drew out a revolver from his pocket and fired at the Customs officer in the abdomen. The officer is a Frenchman, and it is learnt that he lies in a precarious condition in the Canton Hospital. The Chinese passenger, after shooting the preventive officer, attempted to effect an escape; he jumped down into a sampan which was then lying alongside the steamer. Observing that he could not make good his escape by any means, as there were several persons on the lookout to arrest him, the man there and then committed suicide on board the sampan by shooting himself.

PARTICULARS OF THE SENSATIONAL AFFAIR.

The brief story of the tragedy, conveyed in the above message from our Canton correspondent on Saturday, was supplemented by a graphic narrative kindly related to our representative by Mr. P. Backhouse, Chief Officer of the s.s. *Kwong Tung*, which returned from Canton yesterday morning. We give below the details of the sensational affair as reported by this eye-witness of the occurrence.

The *Kwong Tung* arrived at Canton at five minutes to seven in the morning on Saturday last. The ship was just swinging round at the moorings when the Customs officers came on board as usual for the purpose of searching the passengers' luggage. Among them was Mr. Martin who was stationed on the gangway. Martin was in the act of searching a passenger's luggage when a Chinaman brushed past him. The officer called on the passenger to stop. The latter unheeding the request continued to move on. Whereupon Martin went several steps down the ladder following him. The man was carrying a box in his hand. As soon as the preventive officer told him that he wanted to search the box he at once dropped it into the water and almost at the same moment whipped a revolver out of his pocket and, turning round, deliberately shot Martin in the abdomen. It is believed that at least two shots took effect in the region of the stomach.

Hearing the report of revolver shots Mr. Backhouse, the Chief Officer of the *Kwong Tung*, at once ran in the direction of the sound to see what the firing was.

"I noticed the young fellow (meaning Mr. Martin) stagger on the ladder. I followed and got hold of him. By this time he had got to the top of the gangway ladder. Martin was standing. I asked Martin if he was hit, and he said 'Yes.' I supported him. At the same moment the Chinaman, who had wounded the Customs officer, fired another shot. Whether it was aimed at Martin or me, I cannot say, but the shot missed its mark. I dragged Martin into our saloon and laid him down."

These tragic scenes were enacted in rather less than a minute. While Mr. Martin was assisted in his injured condition, into the saloon several more shots were fired. By whom, it could not be ascertained. It is surmised that the Chinaman must have been hit, as he fell into a sampan that was alongside the ship. Quick as lightning the man picked himself up and began re-charging his revolver. That he was a man well used to fire-arms was the impression created in the minds of those who observed him re-loading the pistol. He drew out the ammunition from a coat pocket and filled the chambers of the revolver without ever looking at them, his eyes being watchful of those around him. When the death-dealing weapon had been re-loaded, the man fired one or two shots more. One was aimed at Mr. Zariff, another officer of the Customs' service, who fortunately, was not hit.

By this time, Capt. Walker, master of the s.s. *Kwong Tung*, was firing several shots in the air to attract attention of the police boats. When the desperado saw that his game was up and that escape was wholly impracticable he got under cover of the boat mast, deliberately turned the revolver on himself and, pulling the trigger, dropped stone dead on the deck of the little boat. While on board he threatened to shoot the sampan woman who, scared out of her wits, jumped out of the sampan into the ship.

THE MAN'S IDENTITY remains to this moment a mystery. He was well dressed Chinaman and travelled in the first-class saloon from Hongkong. His conduct on board did not arouse any suspicion, that he was the desperate fellow his subsequent conduct proved him to be. All the personal effects he left behind him was a small parcel which was found to contain a coolie's ordinary suit of clothes. It is reported that the man carried a second revolver on his person, but, asked as to this, Mr. Backhouse could not vouch for the accuracy of the report as he had not seen the other revolver himself.

The members of the Chinese staff on board the Canton steamer stated that the suicide travelled by himself and throughout the voyage never exchanged a word with any of his compatriots on board.

The body of the deceased Chinaman was taken charge of by the police. By those who saw him he was said to be a big, strapping man, much above the average physique for a Chinaman.

MR. MARTIN'S INJURIES. Mr. Martin was removed to the Canton Hospital where he was given every attention by the medical staff. Dr. Swan performed an operation on the unfortunate gentleman, and when the Canton boat left for Hongkong on Saturday night, the young officer was still alive, though his condition was extremely precarious. It was stated that his leg bones had been shattered in five or six places.

While the murderous assault was made on Mr. Martin the several hundreds of Chinese passengers promptly took to their heels, probably with the idea of getting out of harm's way.

Several sums of money have been found in Hongkong as to the man's object in relating the Customs officer's search. One was to the effect, that the man was bent on an act of piracy, but this theory is discredited by those in the best position to form an opinion. Another inclines to the belief that the man was a smuggler, who, being caught in the act, chose what to him appeared as the less evil. So that rather than endure the lingering torture of death in a Chinese prison, he terminated his span of life by his own hand. A third report is to the effect that letters have been found on the man which reveal him as a blackmailer who was proceeding to Canton to obtain his demands under threat of violence. A well informed source of information, however, credits the man as being a notorious pirate-chief, who established his headquarters in the slums of Canton and on whose head a big price had been set by the Chinese provincial authorities.

THE will of the late Mr. A. F. Walter, chief proprietor of *The Times*, has been proved, the value of the estate being £87,403 gross, with net personally £166,678.

MESSRS. E. D. Sassoon and Company sued Chan Kit in the Summary Court this morning to recover the sum of \$30, being amount due for rent for a house in Shanghai Street. Judgment was given for the plaintiff.

In the Summary Court this morning, Mr. Harris stated that he appeared for a certain party in several different actions and asked for a week's adjournment in order to enable him to make an application to secure costs. The application was granted.

UNDER date, Shanghai, 2nd inst., Messrs. Wheelock & Co. write:—Since last writing our Homeward Freight market has been very quiet and the amount of cargo offering has fallen off considerably, however the tea-season is now fairly under weigh and this should make up for the shortage to a great extent. Coastwise—Here also we have a very quiet fortnight to report and a weakening of rates all round; there seems to be very little native produce moving on the coast, and beyond a few insignificant coal-freights which are eagerly snapped up there is practically no demand.

THE *Times of Malaya* is informed that the Government is taking serious action against unlicensed estate valuers under the Appraisers' Ordinance. It is understood that in future a fee of one thousand dollars will be inflicted on persons who act as valuers and have no licence. The enactment came into force in 1907 but was not enforced. The issuing of licences is solely dependent on the British Resident, and it will be interesting to see in the future how many names now figuring on prospectuses will be approved by the Government.

THE *Baby's World*, published in May, aims at being a sympathetic and helpful friend to all mothers. It is edited by a Doctor, and gives all necessary information required by the mother in the Nursery. While doing this, it makes no attempt to limit itself to dull teaching. The suggestive and instructive articles are relieved by others of lighter interest. There are a number of pages on dress for children and household matters, and illustrated stories by W. Pitt Rivers, Jacob Best, and others.

RETURNS of the average amount of banknotes in circulation and of specie in reserve in Hongkong, during the month ended, 31st May, 1910, as certified by the managers of the respective Banks:—

Banks:	Average Amount:	Specie in Reserve:
Chartered Bank of India, Australia and China, \$3,959,375	\$4,000,000	
Hongkong and Shanghai Banking Corporation, 11,104,535	13,000,000	
National Bank of China, Limited,	34,711	nil.
Total,	\$15,134,611	16,000,000

THE U.S. Army transport *Indianapolis*, which has been used to make regular trips between Manila, Corregidor and Grande Island, was sunk in 20 fathoms of water on 2nd inst. about 2 o'clock by striking a log one mile off Luzon Point. There were 30 members of the crew and six passengers on board, all of whom were saved. The *Indianapolis* was purchased by the military government in 1902 and is classed as a steam lighter. She has a length of about 120 feet and capacity for a cargo of 75 tons. She was not a new boat when purchased by the quartermaster's department and would have been condemned as soon as the steamer which is now being advertised for could be obtained to take her place.

THE 3rd Brahmins, which will take the place of the 13th Rajputs at Hongkong, is a fine old corps with a good reputation for soldierly qualities. It came into existence in 1793 and bore various titles at various times, and before getting its present one four years ago was known as the 3rd Brahmins Infantry, and before that it was styled the 3rd Bengal Native Infantry, and at a still more remote period it was designated the 32nd Native Infantry, or "Guttrika-Pollan." It is composed of eight companies of Brahmins, the highest caste Hindus, and is commanded by Lieutenant Colonel P. B. Warren, with Major W. E. White second in command. Its uniform is scarlet with facings of black and white lace. Raised, as already indicated, in 1793, it did good service in the campaign against Holkar in 1804-05, and was prominently engaged at the siege and capture of the renowned fortress of Bhurpore by General Lord Lake, which is commemorated on its colours by the word "Bhurpore."

The enhanced rate of wages which is following upon the rise in rubber is bound to attract a great deal of Chinese labour hither to the plantations, and such absorption means that the place will have to be filled by immigrants from China. So that, whatever may happen, the rubber boom is calculated largely to benefit the race who first exploited the country, whether represented by the Chinese, the Malays, or the Europeans.

Chinese Labour on the Rubber Fields.

A GREAT OPENING.

(Special to the "Hongkong Telegraph.")

Whilst ordinary observers have their attention focussed upon the feverish movements of the rubber market at present, there are many aspects of the increased activity in this industry which are very commonly overlooked or underestimated. Apart from the merely speculative side, one of the most important considerations in connection with the rubber boom is that of labour supply. And however much it may have been obscured in the past, this is a matter that cannot be ignored much longer. Rubber speculators may see no farther than the end of one day's quotations, and parade a fine disregard of the practical issues. But to the man on the spot—the managing planter on an estate—the securing of labour presents a very serious problem indeed.

We in Hongkong are mostly interested, of course, in the rubber concerns of British Malaya as opposed to those of Brazil, East Africa or the Southern Archipelago. In the MALAY PENINSULA

investors cannot but feel that they enjoy at least that beneficent security for their capital which British administration of the country is calculated to ensure. In the direction of labour supply the Government has been most careful hitherto to provide every facility which the planters desire. The result is that at the present time there is in existence well regulated bureaux in Singapore and Penang to deal with the constant coolie immigration that flows into the Federated Malay States.

It is a matter of common knowledge that to the Chinese belongs the credit for opening up the vast mineral and agricultural resources of the Peninsula. So far as the Malays are concerned, the natural riches of the country might have lain fallow to this day. The Malays are a light-hearted, indolent race, content in their primitive state to live on the easily won fruits of the soil, which needs only to be tickled with a hoe to smile with a bounteous harvest. According to old Malay records, there were CHINESE SETTLERS

in the country three or four centuries ago. Certainly, when the British first gained a footing on the peninsular sea-board by the acquisition of Malacca, they found Chinese traders established among the natives. Needless to relate, it was not long before those hardy pioneers from the Celestial Empire came to appreciate the vast possibilities offered by exploitation of this virgin country—a veritable treasure-house of natural wealth.

In the early days of British administration in the Straits Settlements, Chinese immigration was encouraged to the full, and as the years rolled on thousands of immigrants were brought into the country, spending themselves far and wide into the native States. Nor was their coming resented by the Malay people. On the contrary, the Chinese were made welcome and with unfeigned equanimity the Malays saw them gradually becoming a power in the land. Nor did this

APATHETIC ATTITUDE tend to disappear as the country was developed. The Chinese exploited the valuable trade in jungle produce; planted up coco-nut, sugar and coffee; and later on, when the great tin deposits of the land were discovered, they entered with avidity into tin-mining. Rubber planting, as an industry, is of comparatively recent growth in the Malay States. But here also the Chinese were amongst the first to recognise in it a productive field for investment. Nor has their foresight been belied. As the Malayan rubber fields were being opened up, one of the main difficulties that confronted the planter was the getting of the necessary coolie labour. For the strenuous work of jungle clearing the Malay labourer was entirely unsuited. At the best of times he is not a lover of hard work. It was found, too, that he was not even adaptable to the lighter toil of the planted field. In these circumstances recourse was had to the more robust Javanese and the sturdy Chinese.

It remains a peculiar fact, however, that the Chinese did not seem to take eagerly to plantation work. Most of these immigrants, indeed, made for the tin mines, where if the labour was harder the pay was correspondingly higher. Planters, bent on seeing that they must look about for fresh recruiting grounds if the labour supply were to be maintained, and almost inevitably they fixed upon the

COLOMBIAN COAST as the most likely territory from which to enlist a tropical coolie accustomed to work under a tropical sun. Every assistance possible was lent by the Government; immigration depots were established in India, and to-day there are many thousands of indentured Tamil coolies engaged in the rubber industry of Malaya. These Indian coolies make excellent field labourers; and one factor in their favour is that, unlike the Chinese, they are able to bring with them their wives, for whom, also, their plenty of employment to be found, although at slightly lower wages than is earned by the men.

But now that the rubber boom has brought a multitude of new rubber enterprises into existence and has precipitated the clearing and planting up of hitherto untouched areas of the older estates, the problem of labour supply becomes more and more insistent for solution. The army of plantation coolies in the Malay States will have to be hugely increased to cope with the work of opening up the

VAST NEW TRACTS of country that are to be brought under rubber cultivation. "There are," says a disquieting rumour, "about to look to the Colombians for the indentured immigrants, but in any case there is no doubt that the rubber fields are offering and will continue to offer a splendid field of labour for the Chinese."

The enhanced rate of wages which is following upon the rise in rubber is bound to attract a great deal of Chinese labour hither to the plantations, and such absorption means that the place will have to be filled by immigrants from China. So that, whatever may happen, the rubber boom is calculated largely to benefit the race who first exploited the country, whether represented by the Chinese, the Malays, or the Europeans.

THE MANCHURIAN QUESTION.

POLICY OF THE UNITED STATES.

London, June 5.
The *New York Times*, "regrettably" attacking the President, Mr. W. H. Taft, for inactivity in regard to the Manchurian question, declares that the Americans have gone very far towards making themselves a nonentity in the Far East, and adds that there are good grounds for believing that the interests of Germany and the United States in the Orient are so nearly identical that diplomatic action in support of a common policy might have been had lately.—N. C. D. News.

THE UNREST IN CHINA.

WARNING TO THE LEGATIONS.

Peking, June 5.
All the Legations have received anonymous letters from alleged revolutionaries at Shanghai containing the warning that an extensive anti-dynastic uprising is imminent. If they do not assist the Manchus, foreigners will not be harmed; otherwise they will be destroyed in a general massacre.

The missives were delivered mysteriously, bearing obliterated post-marks.

In view of the recent similar warnings received by the Consulate at Nanking, uneasiness has been created.—N. C. D. News.

RUBBER POSITION.

DANGERS OF A BOOM.

The set-back in the rubber boom will do a considerable amount of good all round by giving investors or speculators time to consider what they have been rushing after, and the value they have assisted promoters and boomers to place on all sorts of land, planted and otherwise. Of course, if one climbs too high it does not take very much shaking before one falls back to solid ground, if it should be there, and fortunately in the present boom it does exist, but it is a good deal lower down, and a little more careful shaking even in good companies' shares, and a lot in bad, will do a world of good to the rubber industry and all connected with it. When a boom is in full swing, most of its supporters and followers seem to believe there will be no limits. There is no inquiry but has its fair limits, and the safety line in Eastern rubber has been passed long ago.

Some days ago a daily paper, referring to an article which appeared in an American contemporary on the big rubber boom, considered it was showing wisdom by stating that if the Eastern plantations were in one huge trust it would be correct, according to American views. Now, bad as a trust is, I do not see how it can compare with an overdone boom, for the simple reason that good and bad would share alike in a trust. Even if a trust were capitalised at £10,000,000, and boomed to £50,000,000, the shareholders could see safety ahead; but with about three hundred companies floundering on the prospects of about fifty successful ones, whose good dividends mean nothing to the rest, things are different. Let the people who are so much afraid of trusts look up facts, and they will find that no trust can cause, in the same time, half the injury which can be caused by a boom, with its hundreds of worthless companies each numbering a fair share of victims. And the present is not as bad as many previous booms have been.

BRAZILIAN DEVELOPMENTS.

The Rubber Congress in Manaus appears to have decided that a move must be made, and they are likely to make a start on the right lines. As I have pointed out in former articles, it will be necessary to make the funds self-supporting, as far as possible, and thereby avoid the enormous amount of purchases of imports at present necessary to carry out a year's rubber gathering. There is no reason why the cost of a labourer should go beyond £30 in a year of nine months' work, making the cost of rubber collecting 7d. to 9d. per lb., whereas now it is from £50 to £100 per annum, although the labourer is in debt at the end of the year.

Without the working capital the Brazilian seringueiro, or rubber grower, could not carry this out, and he could not secure an advance for unremunerative work, such as planting and clearing, but by working steadily, short-handed, during the past year, and having the advantage of high prices, in another year or two he will be able to improve his estate. However, a great part, if not all this, appeared in a *Pall Mall Gazette* during 1908, and indeed, a London paper to grow very indignant.

I notice that American experts do not believe the East is capable of supplying Brazil rubber out of the market. As to the seringueiro guarding his rubber tree as closely as a gold mine, this was equally true years ago, and looks bad for the crowd who talk of squatters, trade, barter, and so on, and so on.

PARA HARDWARE SIGNIFICANCE.

The issue of bonds for Para Port works also gives a fair insight into prospects and trade on the Amazon, and should be very interesting material for any one who is looking forward to the end of wild rubber. For the man who never reasons, it may be all right, but here is an issue, backed by leading names, depending on the shipping and trade of two States, which, as the Manaus Congress admits, has only one industry—the rubber. A harbour is to be built to give as much accommodation as Liverpool or Hamburg; and, as we are told, this rubber trade is doomed as soon as the East gets in full swing, which will be before the above harbour works are completed. The Para Port issue is a clear statement of the opinion of reliable men, and shows very plainly their confidence in the Amazon prospects, and although rubber may be a very valuable commodity, it is not the only one, and the building of the Para Port will lay the

KING GEORGE.

THE KING AND THE NAVY AND ARMY.
MESSAGE TO THE NAVY.

The following "Message from the King to the Navy" was issued from the Admiralty on May 10—

Marlborough House, Pall-mall, S.W.
It is my earnest wish, on succeeding to the Throne, to make known to the Navy how deeply grateful I am for its faithful and distinguished services rendered to the late King my beloved Father, who ever showed the greatest solicitude in its welfare and efficiency.

Educated and trained in that Profession which I love so dearly retirement from active duty has in no sense diminished my feelings of affection for it. For thirty-three years I have had the honour of serving in the Navy, and such intimate participation in its life and work enables me to know how thoroughly I can depend upon that spirit of loyalty and zealous devotion to duty of which the glorious history of our Navy is the outcome.

That you will ever continue to be, as in the past, the foremost defender of your Country's honour, I know full well, and your fortunes will always be followed by me with deep feelings of pride and affectionate interest.

GEORGE, R. I.

MESSAGE TO THE ARMY.

The following is promulgated to the Army by his Majesty's command—

Marlborough House, 9th May, 1910.

My beloved Father was always closely associated with the Army by ties of strong personal attachment, and from the first day that he entered the Service he identified himself with everything conducive to its welfare.

On my Accession to the Throne I take this the earliest opportunity of expressing to all ranks my gratitude for their gallant and devoted services to him.

Although I have always been interested in the Army, recent years have afforded me special opportunities of becoming more intimately acquainted with our Forces both at Home and in India, as well as in other parts of the Empire.

I shall watch over your interests and efficiency with continuous and keen solicitude, and shall rely upon that spirit of loyalty and devotion which has in all times animated and been the proud tradition of the British Army.

GEORGE, R. I.

THE KING AND INDIA.

In reply to the Viceroy of India's message of sympathy King George has communicated, through Lord Morley, the following address to the Government, the Princes, and peoples of India—

I have received with profound appreciation the expression of sympathy and loyalty conveyed in your Excellency's message from the Princes and People of all races and creeds in my Indian Empire on the occasion of the death of my dearly loved father, the King Emperor.

I am deeply touched by this expression of their universal sorrow for his death. He always remembered with affection his visit to India, and its welfare was ever in his thoughts.

From my own experience I know the profound loyalty felt for my Throne by the Princes and People of India, to whom I desire that my acknowledgments of the homage they have tendered me on my Accession may be made known.

The prosperity and happiness of my Indian Empire will always be to me of the highest interest and concern, as they were to the late King-Emperor and the Queen-Emress before him.

The above message from his Majesty was in answer to the following telegram, dated May 3, from the Viceroy to the Secretary of State—

"Government of India have heard with the deepest sorrow of the sudden death of his Majesty the King, Emperor of India. The expression of grief is universal. Messages of sympathy are pouring in from all quarters. The Princes and people of all races and creeds unite with the Government in lamenting the death of a beloved and revered Sovereign, of whose abiding affection for India they have received many tokens, and whose visit to them in years gone by has not been forgotten. On behalf of all classes, we beg of you to convey to his Majesty the King, Emperor of India, this expression of heartfelt sorrow, and to offer him our respectful homage on his accession to the Throne of the British Empire."

IMITATION OF TRADE MARKS.

REMONSTRANCE BY JAPANESE CONSUL.

The Kobe Chamber of Commerce is in receipt of a communication from the Japanese Consul at Hongkong drawing attention to the fact that certain Japanese merchants in the Osaka and Kobe district are imitating foreign trade-marks and exporting Japanese goods thus labelled abroad. This practice, says the Consul, is damaging the reputation of Japanese goods, and foreign dealers are beginning to hesitate to handle such goods in consequence. The Consul asks the Chamber of Commerce to warn the merchants against such practices. He gives as instance of the discovery of a trade-mark imitation. A few months ago, the labels of one case of perfume produced in Japan and sent by a Chinese firm in Hongkong to Tongking were found to be an imitation of a French trade-mark, even the word "Paris" being printed on them. The Tongking Customs immediately seized the goods. The consignees protested against the action of the Customs authorities, on the ground that they had been dealing in such goods for about two years, and they are now taking steps to bring an action against the Customs. But the imitation is too obvious to admit of any question. It is believed that the consignees themselves will be proceeded against and they are liable to imprisonment for two years for dealing in palpable forgeries. The goods in question are said to have been supplied by Japanese merchants in Kobe and Osaka, and shipped by a Chinese firm to Hongkong.

THE TERRIBLE ACCIDENT AT YOKOHAMA.

FURTHER DETAILS.

The *Japan Gazette* of the 3rd ultimo contains the following further particulars of the sad accident at Yokohama already reported in our columns—

"Quite a gloom was cast over the foreign community of Yokohama this morning by the news of the death, under peculiarly sad and tragic circumstances, of Miss Guinevere ('Vera') Irwine, member of a well-known and highly respected family of the port, and herself one of the most popular of the young ladies of the community. When the report was at first circulated many could not believe it to be true, so suddenly had the blow fallen.

Miss Irwine, it appears, had been out yesterday (Sunday) afternoon, and returned to her home at No. 72c Bluff, early in the evening in the best of spirits. At about seven o'clock she went to her room to dress for dinner, and, as far as could be ascertained from the statement made by herself, after removal to the hospital, went to raise the wick of a kerosene lamp—the only one used in the home—which was standing on the dressing-table.

"By an accident the lamp fell to the floor, and immediately the carpet was ablaze. Miss Irwine endeavoured to extinguish the flames by trampling upon them; but while so engaged her skirt caught fire, and she was immediately enveloped in flames. Terrified, she rushed through the adjoining room, where she was met by her brother, Mr. Eric Irwine, who, seeing her in his arms, attempted to extinguish the flames and to pacify his sister. Miss Irwine was so frightened that she freed herself from her brother's grasp and rushed down the stairs into the street, screaming aloud, in her progress, her aunt, Miss Burdett Leach, who, attracted by the cries, had come to her assistance. By the time Miss Irwine reached the street her clothes were practically all burnt. Dr. Street and Messrs. F. E. Colchester, MacNaughton, and Hawkins, who were near by, heard the cries, and rushed to render assistance, taking off their coats and wrapping them round the young lady, who was finally carried into the house by Dr. Street and Mr. C. H. Thorne. Dr. Street at once sent for additional medical aid, and Miss Irwine, who was suffering great pain, was removed as soon as possible on a mattress to the Yokohama General Hospital. By the time she arrived there, Drs. Davies, Munro, and Keldhaar were in attendance, and later Dr. Wheeler, the family doctor, was summoned. The wounds were immediately dressed and everything possible was done to allay the sufferings of the young lady, who was badly burned about the body. Morphine was injected, but this seemed to afford little relief, four injections being administered during the evening. At two o'clock Miss Irwine became unconscious, but regained consciousness at four o'clock, when a fifth dose of morphine was administered. Shortly after four o'clock she sank into a comatose condition, in which she remained until seven o'clock. Then there were signs of rapid failure of the heart and pulse, and at 7.15 the patient passed away.

"Miss Irwine, who was twenty-five years of age, has for several years successfully conducted a kindergarten and a school for girls, in co-operation with her mother, and later with Miss Leach. Her gentle and winsome manner and her kindly interest in her pupils had gained for her not only the confidence of the parents, but the affection of the pupils, who will sadly miss her cheery smile and kind interest and sympathy. Among the elder members of the community Miss Irwine was also very highly esteemed. She was ever ready to assist in any worthy cause undertaken in the community, and up to the time news was received of the death of King Edward was engaged in training her little pupils for the proposed celebration of 'Empire Day' (which under ordinary circumstances would have taken place yesterday). In past years she has rendered assistance to the Yokohama Literary and Musical Society, and only a couple of months ago assisted in the presentation of 'Jedburgh Junior' by the local Amateur Dramatic Club at the Gaiety. Interested in every public movement, she was a sympathetic participant in the service held in memory of King Edward at the Public Hall on Friday morning last.

"By her death, at the early age of twenty-five, Yokohama has been robbed of one of its best-known foreign residents and one whose memory will be cherished by many—both old and young—for very many years.

"Mr. Eric Irwine was badly burned about the arms and legs in bravely trying to save his sister. His injuries were so serious that he was removed to the Yokohama General Hospital, where morphine was also administered. We understand that he is progressing favourably, but will be confined to Hospital for two or three weeks.

"Mr. Harold Irwine, another brother, was absent at the time of the accident, and when he reached home his sister had been removed to the Hospital.

"Immediately the alarm was given of the accident the attention of the occupants of the house was directed to rendering help to Miss Irwine in her distress, no attention being paid to the fire in the bedroom, which by this time had made considerable headway. Securing a 'Mini-max' fire extinguisher from his father's residence, next door, Mr. C. H. Thorne went to the room, but was beaten back by the flames and overpowered. Mr. J. F. Drummond and several others came to his rescue, and with the apparatus soon extinguished the flames. To these gentlemen, as well as to the others who rendered assistance, considerable praise is due. News of the occurrence has been telegraphed to Mr. Irwine (mother) and Miss Irwine (sister), now in London; to whom, as well as to Miss Leach and the brothers resident in Yokohama, the sympathy of a very wide circle of friends will be extended in their aid and loss.

The funeral took place at Christ Church yesterday (Tuesday) afternoon at half past four.

THE CHINCHOU-AIGUN RAILWAY.

DEFENCE OF JAPAN'S ATTITUDE.

London, 2nd June.

Professor Santaro Okomatsu, a Director of the South Manchurian Railway Company, replying to a letter from Messrs. Pauling and Company in *The Times*, declares that there does not exist the slightest fact to countenance the assertion that Japan opposed the construction of the Chinchou-Aigun Railway. Japan only wishes to participate in its financing and the supply of materials and engineers and also wishes to construct a junction line between a point on the proposed railway and a point on the main Manchurian line, by which the economic development of Manchuria would be stimulated.

Finally Professor Okomatsu denies that Japan ever attempted to interfere with the right of China to develop the railway within her own territory.—*N. C. D. News.*

THE GARDENS OF JAPAN.

They will be at Shepherd's Bush. But will the magic of Japan be on them?—the Gardens of Japan. It was November in Tokyo. A quiet grey day, a sombre green garden. A tract of sloping lawn disappeared in the deep shadow of a belt of pines. The grass had turned to moss of a dead velvet green. Here and there a solitary pine broke the expanse of lawn; in the deep green of its shadow stood a grey stone lantern.

So cunningly placed were these solitary pines that the acre of garden appeared of illimitable space. The subdued colour scheme heightened the illusion. A vivid line of maples stood out from the sombre background, the one splash of colour. Flowers there were none. Not were they required. A Japanese does not make a garden for the purpose of planting flowers. Flowers may or may not appear—they are subservient to the idea. That idea may be mystical or philosophical.

There was something of the mystical in this garden. Something suggestive in the depth of repose in the shadowed greens, undisturbed, only accentuated, by the passion of colour in the maples.

With curious little steps and a flip-flop of the loose edge of the kimono three girls came down the green slope. This was the note needed to finish the picture. Here were the flowers. Light, blue, white, and dainty they were, in soft dove-coloured greys, scarlet and white edging in the long sleeves and the kimono flared a glimmer of gold and scarlet in the large bow of the obi. They made a gleaming trio under the old pine, grouped round the grey stone lantern, and their blue-black hair losing itself in the shadow.

The picture was full of suggestion—the work of a consummate artist.

Since the middle of the fifteenth century, landscape gardening has been a fine art. China in this, as in so much else, led the way. Many of the beautiful old gardens in Japan were designed by celebrated Chinese artists. They suggest not only ideas, but illustrate histories of great events, or the life of a celebrated man, as in the Arson Garden in Tokyo.

To illustrate the wonderful perspective: I was in Count Iwasaki's garden, where from the house is a view of lakes and islands and a distant mountain of some height. A small object that might at that distance and height be mistaken for a sheep or a horse stood out against the sky-line. It was a shock to see it suddenly fly across as a crow, and the mountain reduced to a hillock which a dozen strides would take you to the top of.

The trees are carefully pruned leaf by leaf, needle by needle in the case of pines, and so placed as to lead the eye outward, out into the distance. The stones used for the stepping-stones from island to island are carefully selected and brought great distances, sometimes hundreds of miles.

From landscape gardening have been evolved gardens in the small saucers a few inches in diameter. In this small space will be a forest, or a lonely seashore with a wind-swept tree that comes into leaf in the spring, and in the autumn turns colour, fades, and falls.

Miniature lanterns, bridges, tea-houses, etc., are used in the making of these toy gardens, as well as animals, stalks, birds, moss, and women.

Another development which has become fashionable of late years is the rock garden. Place a single small stone, a piece of rock, in a saucer. It must not be touched or chiselled in any way. The choice is everything. When carefully placed and surrounded with sand or pebbles, it will express a whole scene. Great is the ingenuity in the selection and arrangement of one small piece of stone that can convey the impression of a range of mountains, at the foot of a village, and forests that rise from the shores of a desolate sea.

A piece of quartz in the stone will make a cascade. A flatish stone, embedded in sand, wide-sweeping, undulating plains.

The value of the "garden" is diminished should it be necessary to use a chisel, if only to make it lie flat and steady. The stones are brought from the sacred country round Kyoto.

They are not generally shown to Europeans. I wandered into a little shop in Tokyo attracted by the stones in the window, and I learnt how this was the latest development of the art, the last of the chisel.

The Japanese artists must have a very convincing trust in the imaginative powers of their public. In this instance, however, they appeal to the select few.

I confess I had to be told that the scrap of rock on the table was a celebrated range of mountains; and the streak of quartz a well-known fall, and that there were forests on one side, a lake at the foot, and a town somewhere in the distance. By dint of silence and a prolonged stare I saw it all clearly, also the fascination of this last phase of Japanese gardening, and I hope we may see these stones at the Exhibition.

QUEEN MARY.—In P.M.

COMMERCIAL.

June 6th, 3 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.—

Allagars	6/6
Anglo-Javas	Tia. 15
Balagowies	28/
Batu Tigas	—
Beritans	8/6
Bukit Kajang	—
Bukit Rajahs	—
Carey United	25/- prem.
Castelfields	110/-
Changkat Sarda	5/8
Cheras	5/6
Damanasari	160/-
Eastern International	35/- prem.
Fed. Selangors	—
Glenshiels	3/- sellers
Goldcoats	25/-
Golden Hopes	—
Highlands and Lowlands	130/-
Indragiri	335
Jack Kenneths	300/-
Jequies	—
Jonglandors	—
Kamunings	7/6 prem.
Kuala Lumpors	82/6
Landrons (fully paid)	—
Landrons (ppd.)	—
Labis	—
Ledburys	90/-
Linggit	59/-
London Asiatics	15/-
London Ventures	7/6
Marlins	—
Pajams	18/- sellers
Pegohs	50/- sellers
Rubber Trusts	50/- prem.
Saggs	—
Sandycrofts	530
Sapungs	—
Seafields	—
Sekongs	30/- prem.
Shelfords	20/-
Singapore & Johore	220
Sumatra Pans	220
Sungei Chohs	105/-
Sungei Kapars	18/-
Tanjongs	—
Tanjaks	31/-
Toerangs	7/6 prem. nom.
Ulu Rantus	—
United Sarda	127/6
United Singapore	3/- sellers
United Sumatras	116/-
United Langkats	—

Para Rubber ... 9/- per lb.

London Ventures have declared a dividend at 6d. a share.

SEAWANG CO.

The Secretary of the Seawang Rubber Estates Co., Ltd., announces that the output of Dry Para Rubber from the Seawang Estates for the month of May was 6,000 lb.

THE DRY-DOCK "DEWEY."

EMBEDDED IN MUD.

White one side of the drydock Dewey is practically afloat or lightly resting on the bottom of Subig Bay the other side is 14 feet in the mud and how to get her out of it is a proposition the naval authorities cannot solve easily.

"We can get her out," said a naval man to a *Cable News-American* representative on 31st ult., "but it will be a long and tedious job. One side of her could be easily floated now, but that would do no good while the other side is in the mud."

It is understood that the divers who have been hard at work on the dock during the past two or three days have attempted to dig away some of the mud in order to get at the valves on the sunken side of the dock, without success. The compressed air pumps, of which there are now three at Olongapo, will be relied upon entirely to get the water out of the tanks. Two shafts in each bulkhead or tank will be sunk, one to allow the compressed air to enter and the other to permit the water to flow out. These shafts will have to be made tight so that no water will leak in during the process of the work. Were it not for the Dewey being stuck so deeply in the mud the work of raising her would not be particularly difficult.

In speaking of the possible cause of the accident a high official of the navy said—

"There is no one up to the present time who actually knows just how the drydock Dewey sank. There is considerable conjecture but the most likely explanation is that one of the pipes connected with the dock may have broken or the water may have leaked in through faulty valves. The theory of corrosion does not seem possible because a year ago it is understood the valves were overhauled completely and before that they had been in perfect condition for two years without being cleaned. The only way the dock can be floated will be by means of the compressed air pumps. One is being prepared now at Cavite, and will probably be installed in a day or two. It will take many days to get the water out, but the method is a sure one and will probably accomplish the work in time to save a large part of the machinery. However, it will take several weeks of hard work before the Dewey can be lifted out of the mud."

Events Coming.

Tuesday 7th June.

Secretary Board meeting, 2.45 p.m.

Sunday 13th June.

New Zealand Exhibition, opening ceremony.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, on THURSDAY, the 9th June, 1910, at 11 A.M., at their

Coal Storage and Godown, 17, Queen's Road Central, HONGKONG.

ABOUT 500 TONS of BATAN COAL in Lots of 100 tons each. A Steam Lifter will leave BLAKE PIER at 10.30 A.M. to convey intending Buyers.

TERMS.—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 6th June, 1910. [425]

NOTICE TO CONSIGNEES.

THE Company's Steamship

"TACOMA MARU," FROM TACOMA, JAPAN & MANILA.

The above mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the Vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after SATURDAY, June 11th, 1910, at Noon, will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 14th instant, will be subject to rent.

All broken, chafed and damaged goods are to be left in the godown, where they will be examined on 13th instant.

No fire insurance will be effected by us in any case whatever.

OSAKA SHOSHEN KAISHA.

Hongkong, 6th June, 1910. [424]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN," Captain McArthur, will be despatched as above on MONDAY, the 27th inst., at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th June, 1910. [426]

FROM EUROPE.

THE H. A. L. Steamship

"WESTPHALIA."

Captain Buch, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo—ex.s.s. *Norge*, from Gothenburg; ex.s.s. *Illma Blomka*, from Halmstad.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 6th June, 1910. [423]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ARMANDO BEHIO," Captain Guilbert, will be despatched for the above Ports TO-DAY, the 6th inst., at 4 P.M.

For Freight or Passage, apply to P. THOMAS, Agent.

Hongkong, 6th June, 1910. [412]

H. PRICE AND CO., LIMITED,

12, Queen's Road Central, Hongkong.

Telephone No. 135.

CLARETS.—Imported from the best known Chateaux Quality and Prices unsurpassed.

From \$6 to \$45 per dozen bottles.

PORTS.—Our stock of Ports from the famous OPORTO houses is unequalled.

From \$12 to \$50 per dozen.

SHERRIES.—Our selection of Sherries is the finest in the East.

We can cater to everyone's taste. Our stock includes some

Sherries from Buckingham Palace (bearing the Royal Seal)

Don't be misled. You cannot get better value any where else.

Intimations.

THE DAIRY FARM CO., LIMITED.

Choice Australian

BEEF, LAMB, MUTTON, and RABBITS.

The "ASAHI" Brewery is situated near the "SUITA SPRINGS."

These Celebrated waters are used in the manufacture of our beers.

Purity guaranteed.

Note Price List—

"ASAHI" & "SAPPORO"

Beer.

per case 4 doz. qts.

\$12.00

per case 6 doz. pils.

\$13.50

To be obtained at all Retailers.

NOTICE.

NOTICE is hereby given that the Firm of PERCY SMITH and SETH for some time carrying on business as Public Accountants at 5, Queen's Road Central, Victoria, in the Colony of Hongkong, and elsewhere, is this day dissolved by mutual consent.

Mr. H. PERCY SMITH will continue to carry on business at the above named premises and Mr. J. E. SETH at No. 4, Ice House Street.

Dated 31st May, 1910.

H. PERCY SMITH, J. HENNESSEY SETH.

Witness—

G. E. H. BEAVIS, Solicitor, Hongkong.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, JUNE 25TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"EMPRESS OF JAPAN" SATURDAY, AUGUST 27TH.	"EMPRESS OF IRELAND" FRIDAY, SEPT. 23RD.

"Empress" Steamers will depart from Hongkong at 6 p.m. "Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 47/10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services; European Civil Services Officials located in Asia, and to European Officials in the service of the Government of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commission being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class to Canadian and American Railways.

Via Canadian Atlantic Port 43/-
Via New York 45/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
U. W. GRADY, General Traffic Agent,
Corner Peddar Street and Praya (opposite Blake Plot).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"KWONGSANG"	TUESDAY, 7th June, Noon.
TIENTSIN via WEIHAIWEI	"CHEONGSHING"	WEDNESDAY, 9th June, 4 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	FRIDAY, 10th June, Noon.
MANILA	"LIUNG SANG"	FRIDAY, 10th June, 4 P.M.
SINGAPORE, PENANG & CALCUTTA, KUTSANG	"MAUSANG"	SATURDAY, 11th June, Noon.
SANDAKAN	"MAUSANG"	TUESDAY, 14th June, Noon.
MANILA	"YUENSANG"	FRIDAY, 17th June, 4 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers "Kaitang, Namang and Pookang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yokohama, Kobe, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Kuda, Labad, Datu, Simporna, Tawao, Oskar, Jessellon and Labuan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**, General Managers.
Telephone No. 215, Hongkong, 4th June, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS	TO SAIL
SWATOW, SHANGHAI, CHEFOO & NINGHONG	"NANOHANG" To-morrow 4 P.M.
MANILA	"SINGAN" 7th June 10 A.M.
SHANGHAI	"YUAN" 7th June 3 P.M.
SHANGHAI	"LINA" 7th June 12th
CHEFOO & TIENTSIN	"KUIHONG" 14th June 4 P.M.
SHANGHAI	"ANHUI" 17th June 4 P.M.
SHANGHAI	"CHANGSHA" 19th June Daylight.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN" 25th June 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Saloons. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SORROW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Saloons and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SORROW STEAMERS (Anhui, Chosen, Lintan, Chishwa) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, AGENTS.**
Telephone No. 95, Hongkong, 6th June, 1910.

HONGKONG—MANILA.
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4500	A. Fraser	"	SATURDAY, 11th June, at Noon.
CAIRO	4500	R. Rogers	MANILA	SATURDAY, 18th June, at Noon.

For Freight or Passage, apply to **SHEWAN TOMES & CO., GENERAL MANAGERS.**
Hongkong, 4th June, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.
REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE.
Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Leave
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	WEDNESDAY, 15th June, at Noon.
TACOMA v. MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. " "	WEDNESDAY, 15th June, at Noon.

The Co's newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leave
TAMUOI v. SWATOW & AMOY	"DAIJI MARU" Capt. H. Murayama	SUNDAY, 13th June, at 10 A.M.
ANPING via SWATOW and AMOY	"SOBU MARU" Capt. Y. Yamamoto	WEDNESDAY, 8th June, at 10 A.M.
TAMUOI v. SWATOW & AMOY	"DAIJI MARU" Capt. Y. Koburaki	SUNDAY, 13th June, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"CHOSHUN MARU" Capt. T. Suraga	THURSDAY, 9th June, at 8 A.M.

Special Reduction of 10% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 4th June, 1910. T. ARIMA, Manager.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	TANGO MARU, Capt. A. Christensen, Tons 8200 KAMO MARU, Capt. F. L. Sommer, Tons 9000 AKI MARU, Capt. K. Homma, Tons 7000	WEDNESDAY, 8th June, at Daylight. WEDNESDAY, 23rd June, at Daylight. WEDNESDAY, 6th July, at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU, Capt. J. Nagao, Tons 7000	SATURDAY, 18th June From KOBE.
VICTORIA, B.C. & SEATTLE v. KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	AWA MARU, Capt. S. Ishikawa, Tons 7000 IYABA MARU, Capt. K. Kawara, Tons 7000	TUESDAY, 22nd June, at 4 P.M. TUESDAY, 19th July, at 4 P.M.
SYDNEY AND MELBOURNE, via MANILA THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6000 YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 10th June, at Noon. FRIDAY, 8th July, at Noon.
BOMBAY, via SINGAPORE AND COLOMBO	COLOMBO MARU, Capt. E. Comber, Tons 5000	TUESDAY, 14th June.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	WEDNESDAY, 8th June, at Noon.
KOBE and YOKOHAMA	MISHIMA MARU, Capt. A. E. Morse, Tons 9000	THURSDAY, 9th June, 5 P.M.
SHANGHAI, MOJI & KOBE	HAKATA MARU, Capt. A. Mocker, Tons 7000	WEDNESDAY, 8th June, P.M.

CHEAPEST SUMMER RATES
BETWEEN HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30th MAY, ENDING 30th SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, ORYLLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "ASSAYE."
Captain Owen Jones, R.M.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 12th June, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.A. Paria, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. Osmia, due in London on 10th July, 1910.

Parcels will be received at this Office, until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to **E. A. HEWETT, Superintendent.**
Hongkong, 30th May, 1910.

FOR LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID.

THE P. & O. S. N. Co's Steamship "JAPAN."
Captain H. W. A. Clarke, R.M.R., will leave for the above places at 3 P.M. on TO-DAY, 6th inst.

For Freight or Passage, apply to **E. A. HEWETT, Superintendent.**
Hongkong, 3rd June, 1910.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship "LIGHTNING."
Captain A. E. Gentry, will be despatched for the above ports on WEDNESDAY, the 8th inst., at Noon.

For Freight or Passage, apply to **DAVID SASSOON & CO., LIMITED, Agents.**
Hongkong, 4th June, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG TO VANCOUVER, B.O., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Oceanic	4,657	F. W. Davies	18th June 1910
Summit	6,432	F. S. Cowley	18th June
Summit	6,432	J. Mathie	18th June
Aymeric	4,955	J. Boyd	26th July

* This steamer will NOT call at Shanghai. These steamers are specially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to **DODWELL & CO., LIMITED, General Agents.**
Queen's Buildings, Hongkong, 23rd May, 1910.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.
(With Liberty to Call at the Malabar Coast).

THE Steamship "AFRICAN PRINCE,"
will be despatched for the above Port on TUESDAY, the 14th June, 1910.

For Freight or Passage, apply to **ARNHOLD, KARBURG & CO., General Agents.**
Hongkong, 17th May, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship "BREGONSHIRE,"
Captain Tomlinson, will be despatched at above about 20th June.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd., Agents.**
Hongkong, 4th May, 1910.

FRENCH STORE.
NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Products for Toilet Requisites, Perfumery, Powder, Soap, etc.

INSPECTION SOLICITED.
Hongkong, 21st January, 1910.

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—
PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO., Agents.
Hongkong, 13th December, 1909.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GRAY PAINT DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.
Hongkong, 7th March, 1909.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGGERS (TASTELESS) FORM. SELF CURE NO FICTIONS. MARVEL UPON MARVELS. NO SUFFERER NEED NOW DESPAIR.

But without consulting a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of **THE NEW FRENCH REMEDY THERAPION.**

A complete revolution in ideas brought in the department of medical science, whilst thousands have been restored to health and happiness who for years previously had been miserably dragging out a miserable existence.

THERAPION No. 1—The Sovereign Remedy in all diseases, spreading infection, the use of which does not impair the system, laying the foundation of structure and other serious diseases.

THERAPION No. 2—The Sovereign Remedy for all skin diseases, including eczema, eruptions, alterations, pain and swelling of joints, and all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3—The Sovereign Remedy for debility, nervousness, impaired vitality, sleeplessness, digestive and urinary disorders, pleurisy, loss of appetite, indigestion, pain in the back and head, and all disorders resulting from distillation, early cases, &c., which the faculty so persistently ignores, because so imperative to cure or even relieve.

THERAPION is a preparation of principal chemicals, of the highest quality, made in England & France, and is the only "THERAPION" prepared in a British Government State added to every genuine package.

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Telephone 126.
Hongkong, 27th January, 1910.

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